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WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

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A—THORNE'S BLEND, White Capsule	\$10.80
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D—WATSON'S H. K. D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIVERPOOL SCOTCH WHISKY, Gold Capsule	15.00

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ABELOR-GLENLIVER is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1891. [24]

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should be addressed to THE EDITOR.
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HONGKONG, September 5th 1891.WHILE all eyes have been directed to the movements of Russia in the North comparatively little attention has been bestowed on French movements in the South. A yellow book has recently been issued containing the diplomatic correspondence on the affairs of China for 1891 to 1892. Our Shanghai contemporary *L'Echo de Chine* has published a series of articles on this yellow book, reproducing the principal despatches and summarising the general results. Our contemporary is of opinion that France has been fairly successful in her policy, and the opinion is not without warrant. The despatches may be divided into two series, one dealing with the establishment of a sphere of influence, politically and commercially, and the other with the protection of Catholic missions. It is with the first only that we need concern ourselves. Reference is made to the delimitation of the Tunkin frontier, and in giving a despatch upon this subject the *Echo* remarks that "it is superfluous to say that the delimitation had been made in the most favourable sense for us." But having marked out the boundaries of her property it was necessary, continues the article, for France to take guarantees against the risk of having troublesome neighbours. The establishment of a privileged position in the three provinces bordering upon Tonkin—Yunnan, Kwangsi, and Kwangtung—is a work which, thanks to a succession of events, the one completing the other, is now almost entirely concluded. The Supplementary Commercial Convention of the 20th June, 1891, opened to French trade the three stations of Tongking, Hanoi, and Siam, and provided for the establishment there of French Consular agents. On the 1st February, 1891, in consequence of the opening of the West River obtained by England, M. HANOTAUX instructed M. GERARD "to claim compensation in order to re-establish the equilibrium thus disturbed to our detriment." Instructions were sent from Saint Petersburg to the Russian representative at Peking to support the demands of M. GERARD were crowned with what our contemporary terms success, that is, a promise was given never to alienate the island of Hainan. Finally, in consequence of the cession of Kiaochow to Germany, "the occupation by Russia of Port Arthur and Tientsin, and the advantages of various descriptions accorded to Great Britain, we also had to make effective the titles that we possessed to positive guarantees of the friendship of China." Accordingly a lease of Kwangchowwan was acquired and a guarantee of the independence of the provinces of Yunnan, Kwangsi, and Kwangtung. This guarantee is in terms practically identical with those in which the guarantees given to Great Britain respecting

the non-delivery of the Yangtze Valley is given. The precise value to be attached to such guarantees is a point still to be determined. Recent proceedings in Parliament show that the point as affecting the Yangtze Valley has been exercising the minds of our legislators, but without leading to much enlightenment. It will be remembered, too, that it was stated in the House of Commons the other day that a guarantee identical with that given to France had been given to Great Britain in respect of the provinces of Yunnan, Kwangsi, and Kwangtung, and seeing that similar guarantees might be given to my number of Powers they cannot be regarded as in themselves setting up spheres of influence. This is recognised by our French contemporary, which says that the guarantees up to this point "constitute a privilege of a purely negative order. It was necessary to give them positive and practical applications." Thus conjointly with their proper political action our representatives at Peking used all their efforts to assure to France the unfruit of a domain the real ownership of which we did not wish to pass into other hands." Accordingly, a concession was obtained for the Compagnie des Fives-Lille for the construction of a railway from Langson to Langchow, together with a promise of a further concession for a line from Langchow to Nanning and Paoe. Thus a "route of penetration" into Kwangsi was obtained. The same was necessary for Yunnan. An arrangement was therefore made that China should improve the channel of the Upper Red River and repair the roads leading to the provincial capital. On the 9th April, 1891, a further concession was made. In a despatch to M. DUBUIT, the Tsingh Yuen declared that "The Chinese Government accords to the French Government or a French Company to be designated by 'the latter the right to construct a railway from the Tonkin frontier to Yunnanfu, the Chinese Government having no charge but the expenses of re-opening the Dreyfus Case, which is likely to involve the loss of the administration of military and civil affairs here that he has not had time to study the situation in all its phases, including those which must necessarily come up for consideration before the commission at Paris." His side are bright men, but their experience is even more limited than that of the General. What surprises us most is that none of these naval and army men, who have made a special study of the Philippines and have been here a number longer than Moritz and his staff were selected to accompany him. There are also some civilian authorities in the field who were overlooked, but it is hoped that General Merritt will be equal to demands in his knowledge, experience, and statesmanship, and prove to be a worthy representative of Uncle Sam. We expect to hear that either Consul-General Wilkinson or Consul Williams would be ordered to Paris, but up to the present have learned of no such instructions coming from Washington. Their acquaintances with the conditions in the Philippines and the Far East would have made them valuable assistants to the American representatives if not chosen as commissioners themselves. Major-General OTIS will succeed Merritt as military governor and Brigadier-General ANDERSON will take OTIS' place as head of the army corps. General OTIS is a very able man and is admirably suited for the position to which he succeeds. He is one of the best informed and most painstaking officers in the American army and has a brilliant record. Brigadier-General GREENE is also having, but he goes to America direct on the China and not via Europe. He will probably be succeeded in his labour by General WHITRIDGE, who is now acting as Collector of Port. General BEECHER, the chief of Merritt's staff and Adjutant-General, will remain here. This is fortunate as he is one of the best men that the United States sent to the Philippines and is well suited to his responsibilities.

BETTING ON THE LEGER.
I to 20 against Jeldah.
100 " 12 " Dior Donn.
100 " 1 " Wild Flower and Ninus.
100 " 6 " Distrail.
29 " 1 " Batt and Durlop.
25 " 1 " Pheon and Wantage.
33 " 1 " Pusser.

HEAVY STORM IN NORTH FORMOSA.

LOSE OF THE AMERICAN BARQUE "COMET".

The Douglas steamer *Halton-y*, Captain ROBSON, which arrived from Tamsui and coast port yesterday, reported the occurrence of a heavy storm while she was at Tamsui, the effects of which were afterwards seen in a large quantity of wreckage passed on the run across to Amoy. Part of the crew of the American barque *Comet* was picked up, who reported the wreck of that vessel, with the loss of the captain and his wife, the mate, and four of the crew. Captain BROADHURST was in command of the *Comet*. We have been supplied with the following report by the *Halton-y*:

On Sunday, 28th August, hard gale, with wind from S.W. to N.W. Eight Chinese junks while trying to enter Tamsui harbour were lost on the bar and over a hundred lives were lost, only six being saved.

The night of the 30th the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Monday, 31st, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Tuesday, 1st, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Wednesday, 2nd, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Thursday, 3rd, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Friday, 4th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Saturday, 5th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Sunday, 6th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Monday, 7th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Tuesday, 8th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Wednesday, 9th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Thursday, 10th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Friday, 11th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Saturday, 12th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Sunday, 13th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Monday, 14th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Tuesday, 15th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Wednesday, 16th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Thursday, 17th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Friday, 18th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Saturday, 19th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Sunday, 20th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Monday, 21st, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Tuesday, 22nd, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Wednesday, 23rd, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Thursday, 24th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Friday, 25th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Saturday, 26th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Sunday, 27th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Monday, 28th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Tuesday, 29th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Wednesday, 30th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Thursday, 31st, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Friday, 1st, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Saturday, 2nd, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Sunday, 3rd, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Monday, 4th, the Japanese steamer *Ritsu Maru* dredged her anchor and was driven down the harbour towards the bar. She was run ashore near the lighthouse to prevent her sinking, having apparently sustained damage forward. The fore bold seemed to be full of water. Several junks were driven out to sea and are supposed to have been lost.

On Tuesday, 5th, the Japanese steamer *Ritsu Maru</*

